



**US Army Corps
of Engineers**
Louisville District®

Public Notice

Public Notice No.
LRL-2017-1190

Date:
28 Dec 2017

Closing Date:
29 Jan 2018

Please address all comments and inquiries to:
U.S. Army Corps of Engineers, Louisville District
ATTN: Pam Loeffler, CELRL-RDS, Rm 752
P.O. Box 59
Louisville, Kentucky 40201-0059

Phone: 502-315-6693

This notice announces an application submitted for a Department of the Army (DA) Permit, subject to Section 10 of the Rivers and Harbors Act of 1899.

APPLICANT: Mayor Lloyd Winnecke
City of Evansville
Civic Center #302
1 NW Martin Luther King Jr. Boulevard
Evansville, Indiana 47708

AGENT: James Q. Morley, PE, PS
Morley
4800 Rosebud Lane
Newburgh, Indiana 47630

LOCATION: Ohio River, right bank at Mile 792.5 in Evansville, Vanderburgh
County, Indiana
Latitude: 37.972736
Longitude: -87.580216
7.5 Minute Quad: Evansville South

PURPOSE: To relocate the permanent mooring facility for the USS Landing Ship
Tank (LST) 325

DESCRIPTION OF WORK: The applicant proposes to relocate the USS LST 325 (LST) from its current mooring site on the right bank of the Ohio River at River Mile (RM) 791.2 to RM 792.5, which is the former location of the moored Tropicana Casino gaming vessel at the Evansville's Riverfront Park. The project would include a 300-foot x 20-foot mooring barge (comprised of two 150-foot x 20-foot mooring barges connected to each other) to be attached to six existing triple mooring pile clusters that would be modified to accommodate the new barge. The barge would serve as a staging and work area to support the continued restoration, operation, and maintenance of the LST vessel. The barge would also serve to support the gangway access points to the vessel while it is away from port and on tour.

A 40-foot x 10-foot sectional barge would be connected to the mooring barge at the bow of the LST to accommodate entrance into the bow doors of the ship. The existing site would be retrofitted to accommodate the operational needs of the LST, to include water, power, lighting, etc.

A 2,700 square-foot ticketing building and gift shop would be constructed adjacent to the existing tower in the upper park area of Riverfront Park. Walkway access for the general public would be modified from the existing configuration (that served the gaming vessel) for access to the LST. Additionally, a 133-foot x 12-foot gangway (repurposed and modified existing eastern access ramp) would be used to allow truck access to the top deck of the LST at all river stages. The gangway would require a 12-foot x 12-foot notch be cut in the existing segmented retaining wall to reach the deck of the LST at low river stages. The notch would continue back 114 feet into Riverfront Park and would have 1:1 concrete side slopes. The gangway would have a pinned connection at Riverfront Park and a roller connection to the mooring barge to support the gangway. The access to the truck ramp from Riverside Drive would cross the Levee Closure Line but would not require any modifications to the line. If/when the mooring barge is moved for repairs, the gangway would be supported by a cable system on the shore side tower. The gangway would protrude 20 feet onto the river from the existing sheet pile wall in that scenario. The overall project would have a riverward projection of 90 feet at the Normal Pool elevation of 342 feet ORD, which would be no more than that of the previously approved Tropicana Casino Vessel.

Dredging of silt, sand, sediment and mud from the Ohio River bottom is also proposed. Dredged material would be removed from the immediate vicinity of the mooring location, in order to reestablish the navigable depth, previously permitted for the casino vessel. Dredging would be conducted by means of mechanical and/or hydraulic dredging. Approximately 360 linear feet of the Ohio River would be dredged along a path approximately 80 feet wide (~0.60 acres) to a proposed uniform stepped elevation of 330.0 feet Ohio River Datum (ORD)[~329.2 feet NAVD88] beneath the proposed location of the mooring barge. Dredged material would be disposed directly into a barge and transported to an upland disposal site located at the Cross International, on the left bank of the Ohio River at Mile 801.2 in Henderson, Henderson County, Kentucky; or other previously authorized dredge material disposal site. Approximately 2,215 cubic yards (CY) of material would be dredged. A temporary floating turbidity curtain, 120 feet or more in length, would be put in place downstream of the dredge area during dredging activities.

It is anticipated that 2,000 CY of material would require removal every 2 to 4 years to maintain navigable depth for the LST's ingress/egress at this location, thus the applicant has also requested a 10-year maintenance dredging permit.

REVIEW PROCEDURES: A DA Permit cannot be issued if any legally required Federal, State, or local authorization or certification is denied.

Copies of this notice are sent to the appropriate Federal and State Fish and Wildlife Agencies. Their views and comments are solicited in accordance with the Fish and Wildlife Coordination Act of 1956. Based on available information, the proposed activity will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. A request for a public hearing must state the specific interest which might be damaged by issuance of the DA Permit.

The National Register of Historic Places has been examined, and it has been determined that there are no properties currently listed on the Register which would be directly affected by the proposed work. The LST-325 itself may be eligible for inclusion in the National Register, and as such, this office will consider impacts to the ship when making the final decision on this application. If we are made aware, as a result of comments received in response to this notice, or by other means, of specific archaeological, scientific, prehistoric, or historical sites or structures which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 – Public Law 89-665 as amended (including Public Law 96-515).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetic values, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and in general, the needs and welfare of the public.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. It is presumed that all interested parties and agencies will wish to respond; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Written statements received in this office on or before the closing date will become a part of the official record and will be considered in the determination on this permit request. Any objections which are received during this period will be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested DA Permit. A permit will be granted unless its issuance is found to be contrary to the public interest.

Information pertaining to this application is available for public examination during normal business hours upon prior request. Drawings are available on Louisville District's Internet site at <http://www.lrl.usace.army.mil/Missions/Regulatory.aspx>. All comments regarding this proposal should be addressed to Pam Loeffler, CELRL-RDS at the address noted above and should refer to the Public Notice Number LRL-2017-1190-pjl.

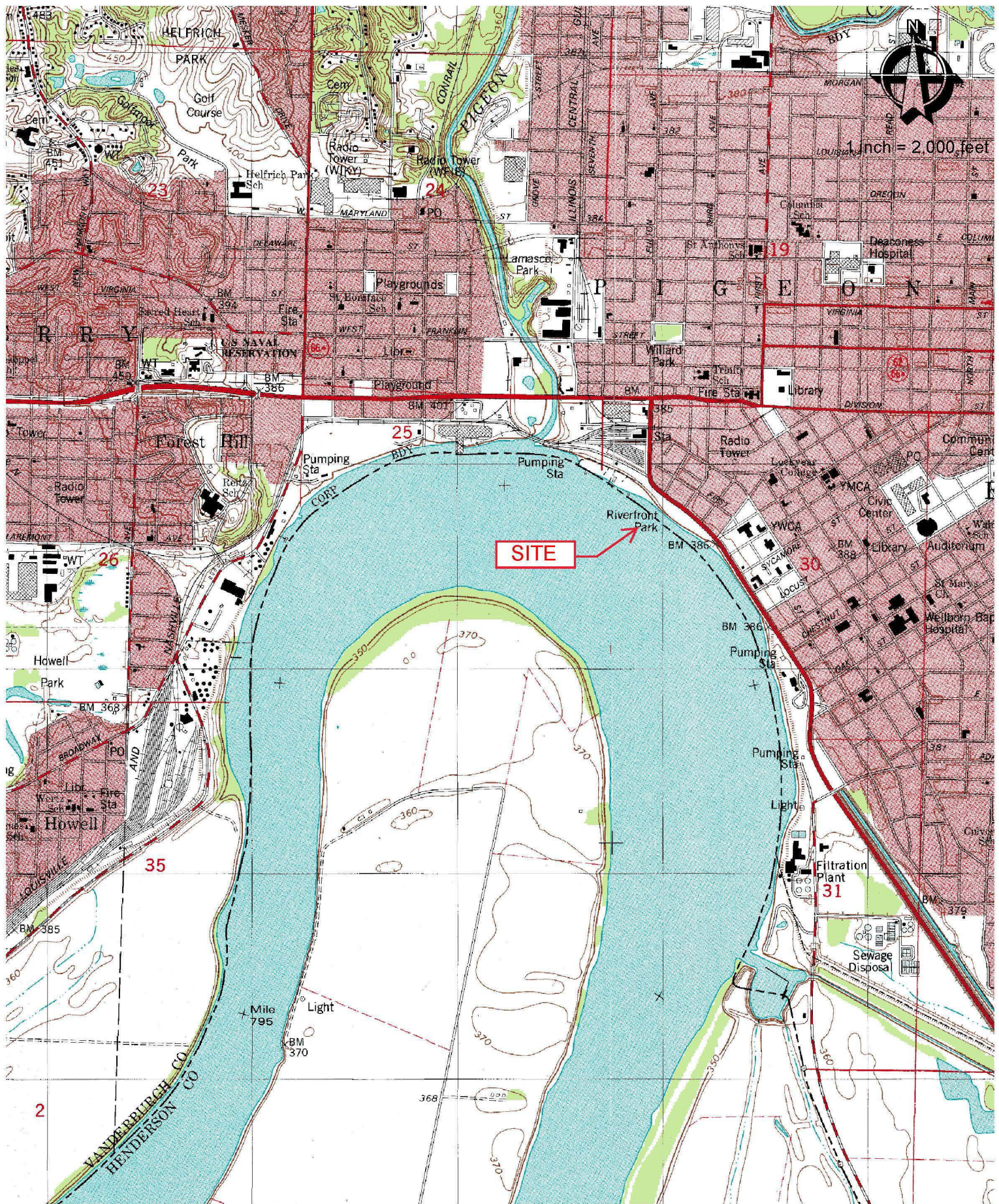
If you desire to submit your comments by email, you must comply with the following:

- a) In the subject line of your email, type in **ONLY** the Public Notice ID No. LRL-2017-1190-pjl

Example:

Subject: LRL-2017-1190-pjl

- b) Provide your physical mailing address and telephone number.
- c) Send your email to: lrl.regulatorypubliccomment@usace.army.mil
- d) If you are sending attachments greater than 1 Mb in size with your email, you must send a hard copy (CD or paper) to the Corps' physical address as well.



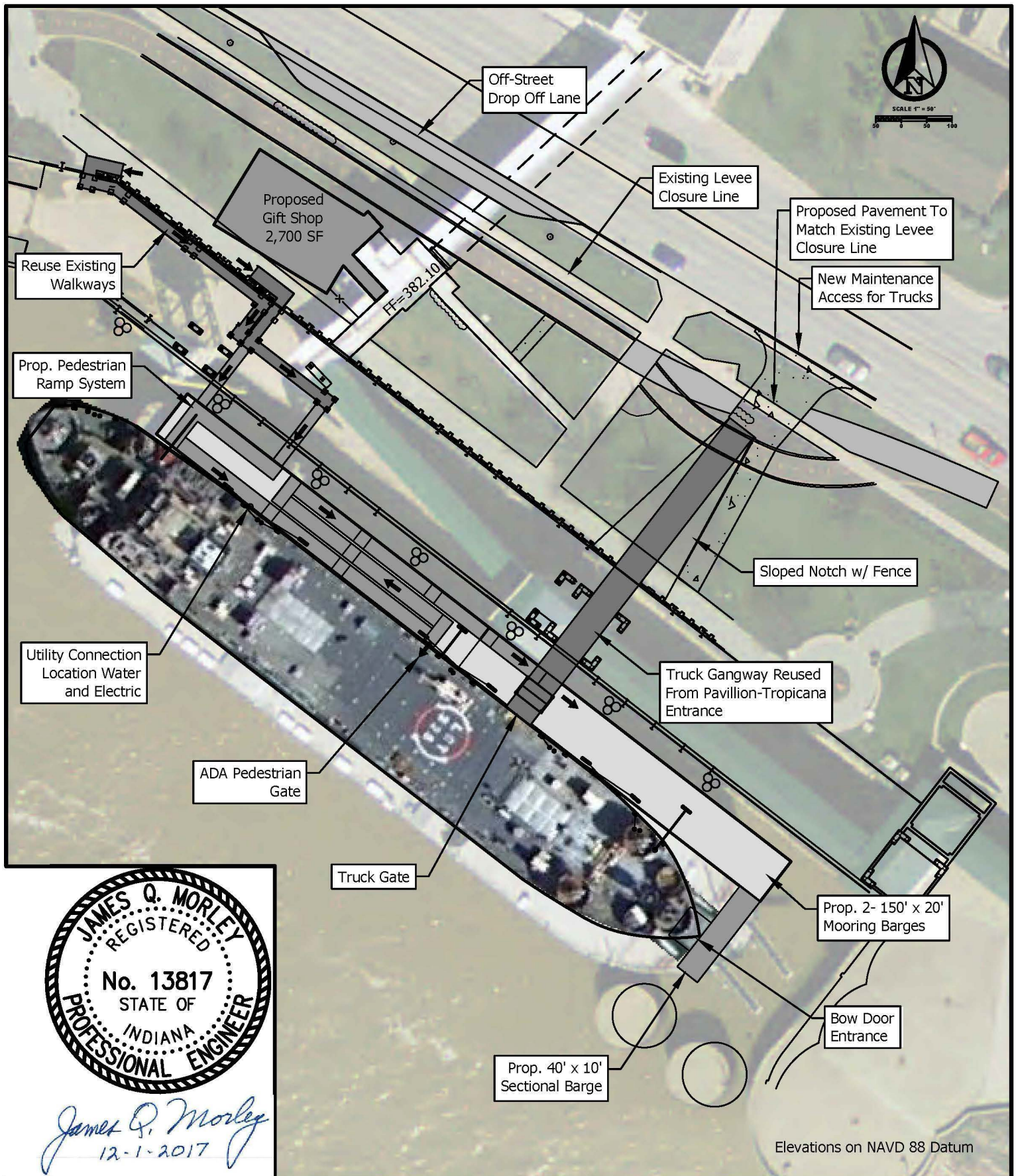
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morleycorp.com

USGS 7.5-MIN QUAD- EVANSVILLE SOUTH
PROPOSED RELOCATION OF
USS LST 325 MOORING SITE
CITY OF EVANSVILLE, INDIANA
VANDERBURGH COUNTY

Designed By:	Job Number:
	10043
Drawn By:	Date:
MJS	06APR2017
Filename:	
10043 USGS 06APR2017	



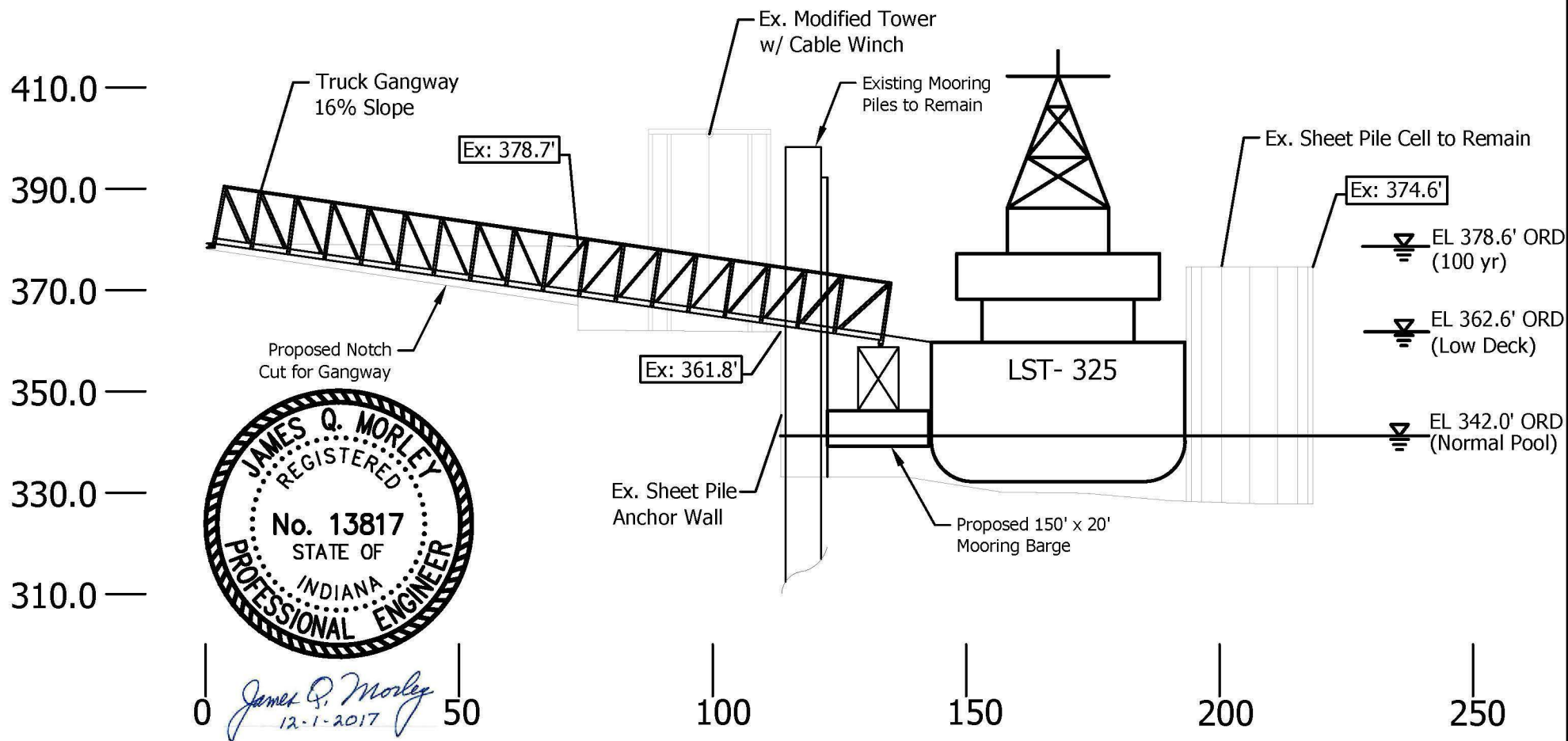
James Q. Morley
12-1-2017



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Site Layout LST 325 Relocation

Designed By: JQM	Job Number: 10043
Drawn By: RJF	Date: 12/1/2017
Filename: 10043 civil stateplane Base	



Note: All Elevations not Noted to be ORD are NAVD 88

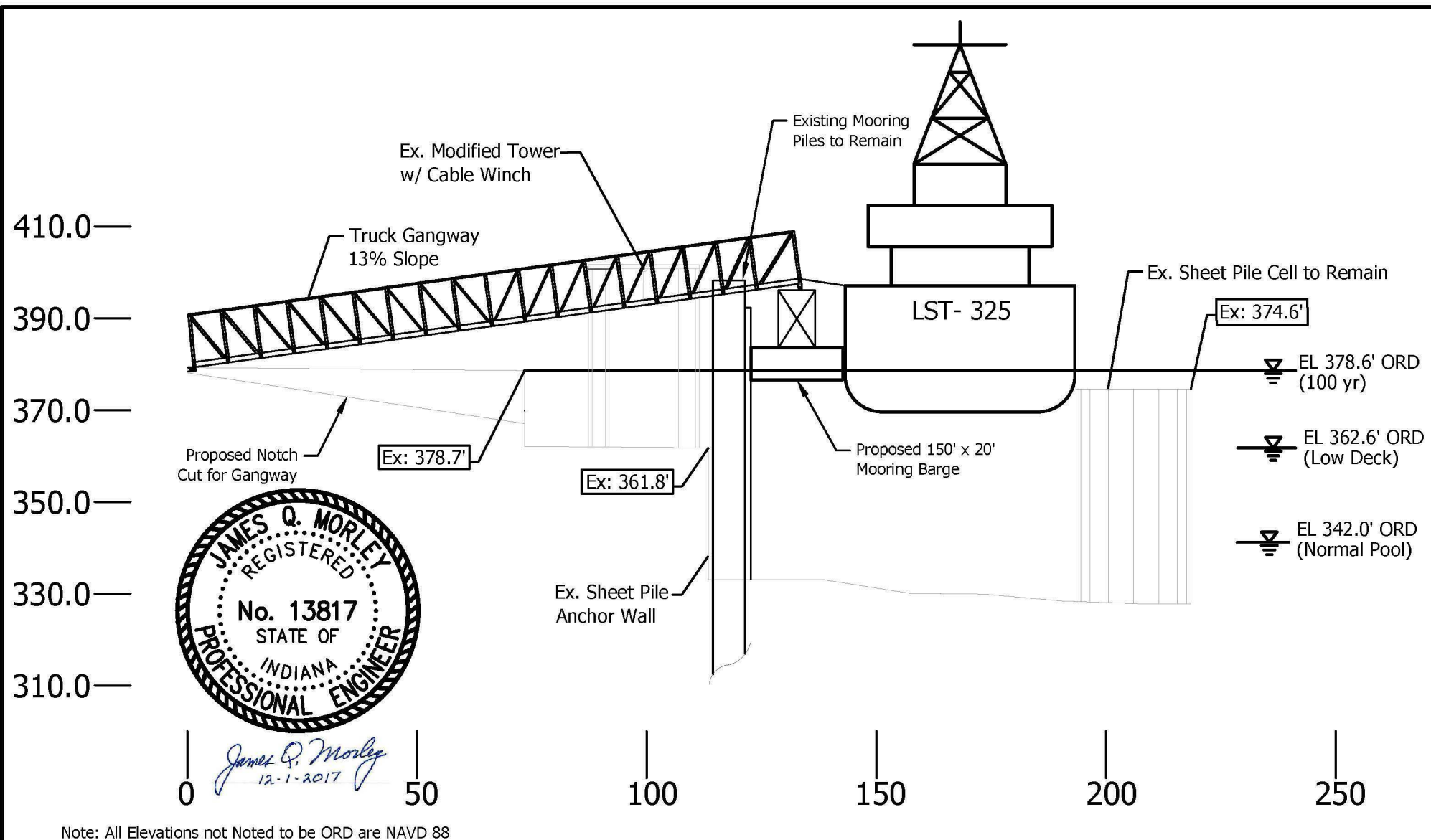


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Truck Gangway Profile- Normal Pool

LST 325 Relocation

Designed By: JQM	Job Number: 10043
Drawn By: RJF	Date: 12/1/17
Filename: 10043 civil stateplane Base	



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Truck Gangway Profile- 100 yr LST 325 Relocation

Designed By: JQM	Job Number: 10043
Drawn By: RJF	Date: 12/1/17
Filename: 10043 civil stateplane Base	



Proposed Location of 430' Floating Turbidity Curtain to be Placed During Dredging

Dredge Tapered to Retaining Wall

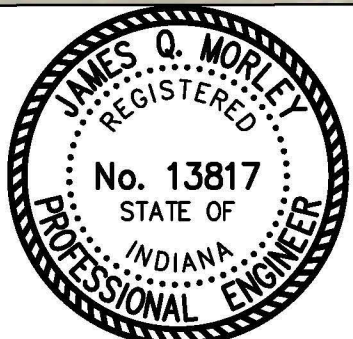
Existing Riprap Placed During Initial Construction of Mooring Facility Not to Be Removed

Cross Section A

Dredge Area: 0.60 Ac

Cross Section B

Cross Section C



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12-1-2017

Elevations on NAVD 88 Datum
COE PUBLIC NOTICE LRL-2017-1190 - Sheet 6 of 10

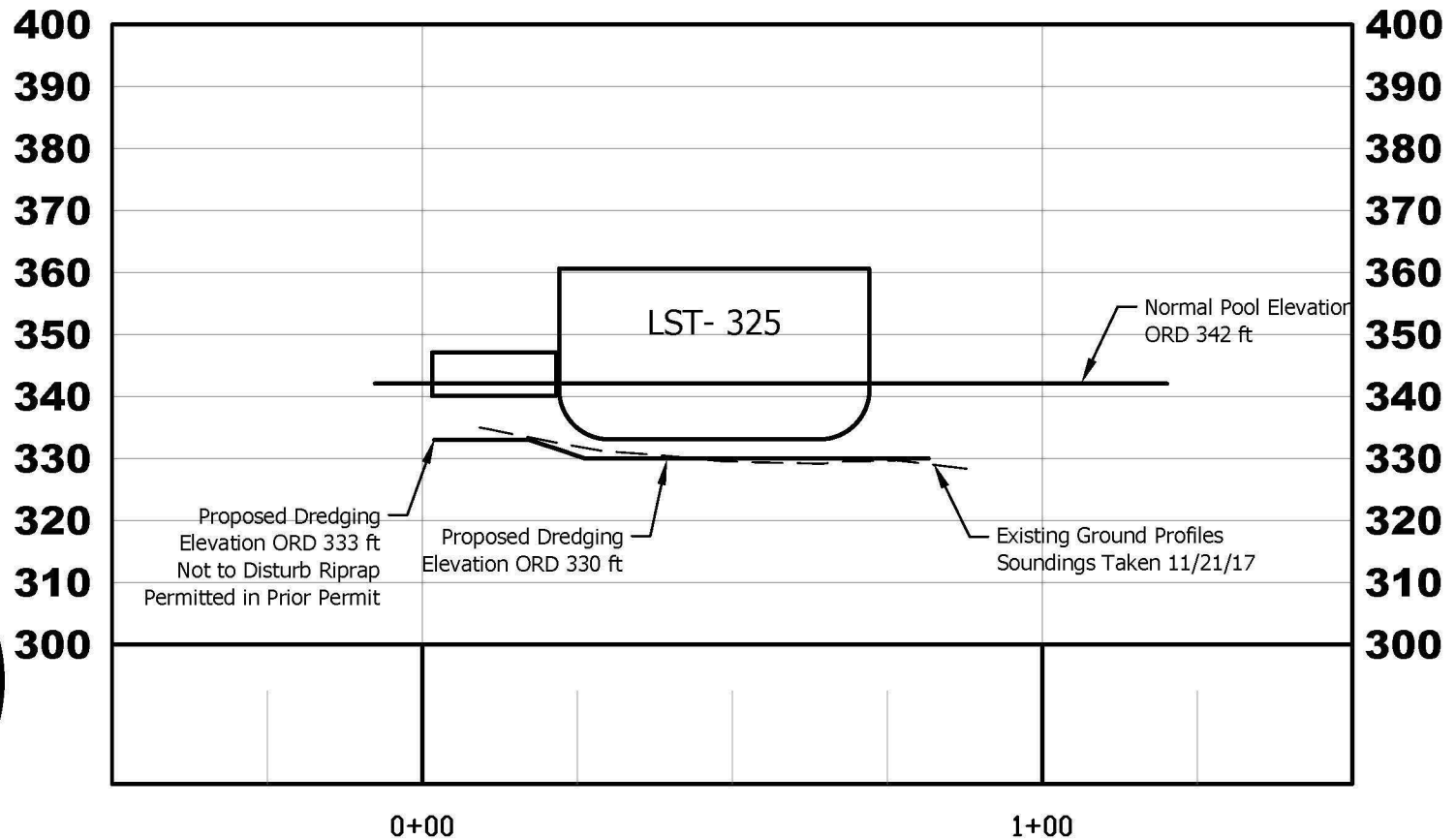


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Dredging Plan LST 325 Relocation

Designed By:	JQM	Job Number:	10043
Drawn By:	RJF	Date:	12/1/2017
Filename:	10043 civil stateplane Base		

Dredge Cross Section A



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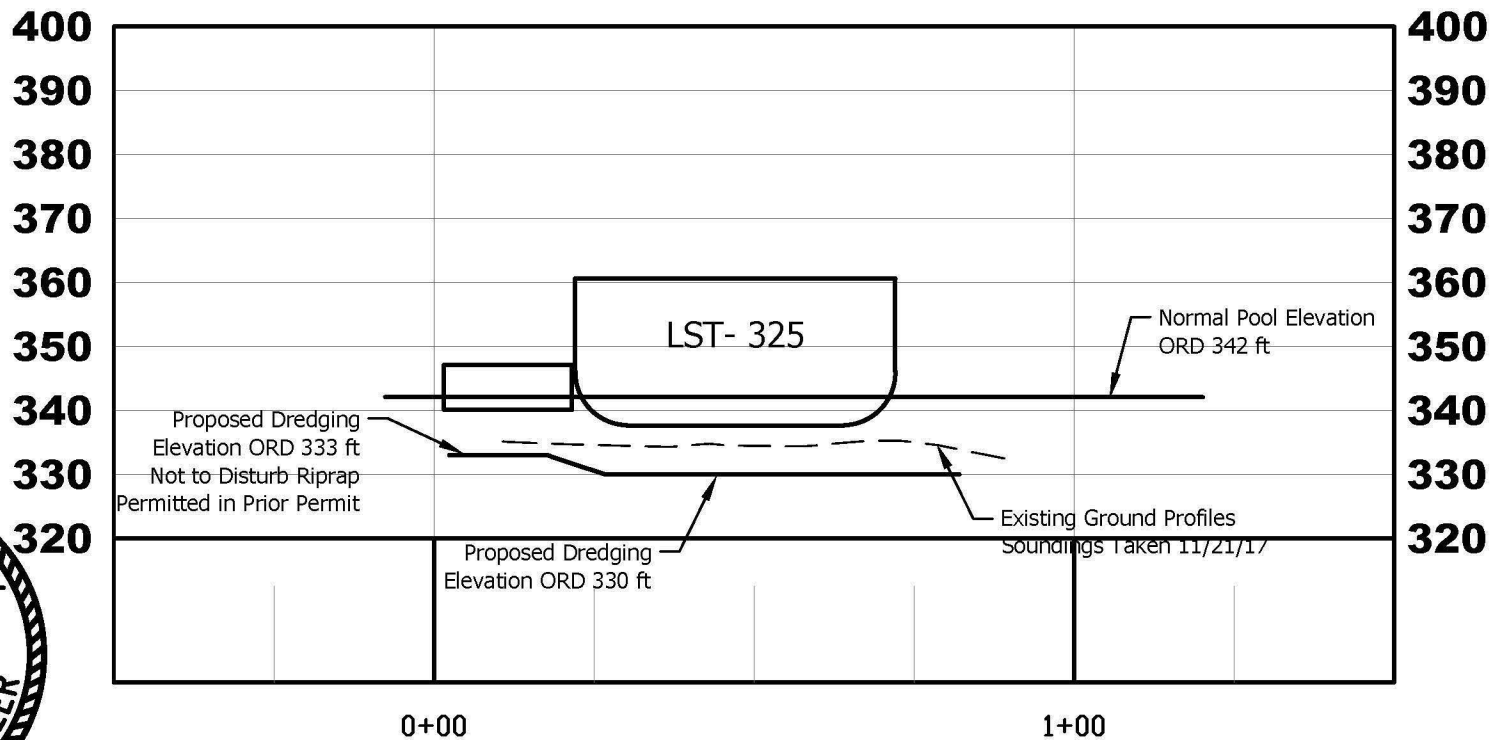
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Dredge Cross Section A LST 325 Relocation

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Filename: 10043 civil stateplane Base	

Dredge Cross Section B



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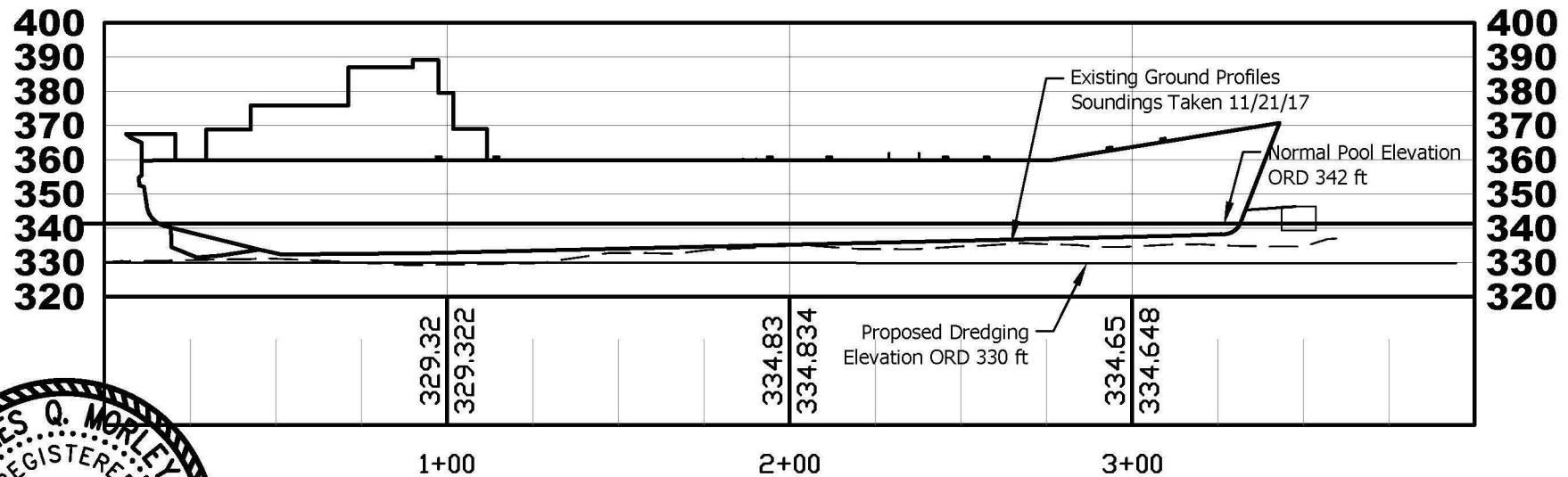
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Dredge Cross Section B LST 325 Relocation

Designed By: JQM	Job Number: 10043
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Filename: 10043 civil stateplane Base	

Dredge Cross Section C



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Dredge Cross Section C LST 325 Relocation

Designed By: JQM	Job Number: 10043
Drawn By: RJF	Date: 12/1/17
Filename: 10043 civil stateplane Base	



Approx Disposal Area Parcel



1 inch = 1,000 feet

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2013 IDHS ORTHOPHOTOGRAPHY



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**CROSS INTERNATIONAL
DREDGE MATERIAL DISPOSAL
OHIO RIVER MILE 801.2
CITY OF HENDERSON, KY**

Designed By:

Job Number:

Drawn By:

9987

MJS

Date:
12/19/2017

Filename:
OrthoH 17SEP2017 MJS.mxd